

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	W. A. Valentine.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain G. F. Morrison, R.N.R.
Departure from Hongkong to Macao on week days at 3 P.M., except when otherwise notified by Express.		

Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note.—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
"NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kunchuk, Kai-Kong, Samshui, Howlik, Shiu-ling, Luk-to, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARRS.—Canton to Wuchow. Single \$15.00. Return \$25.00.

Canton to Tak Hing. Single \$12.50. Return \$21.00.

Canton to Samshui. Single \$7.50.

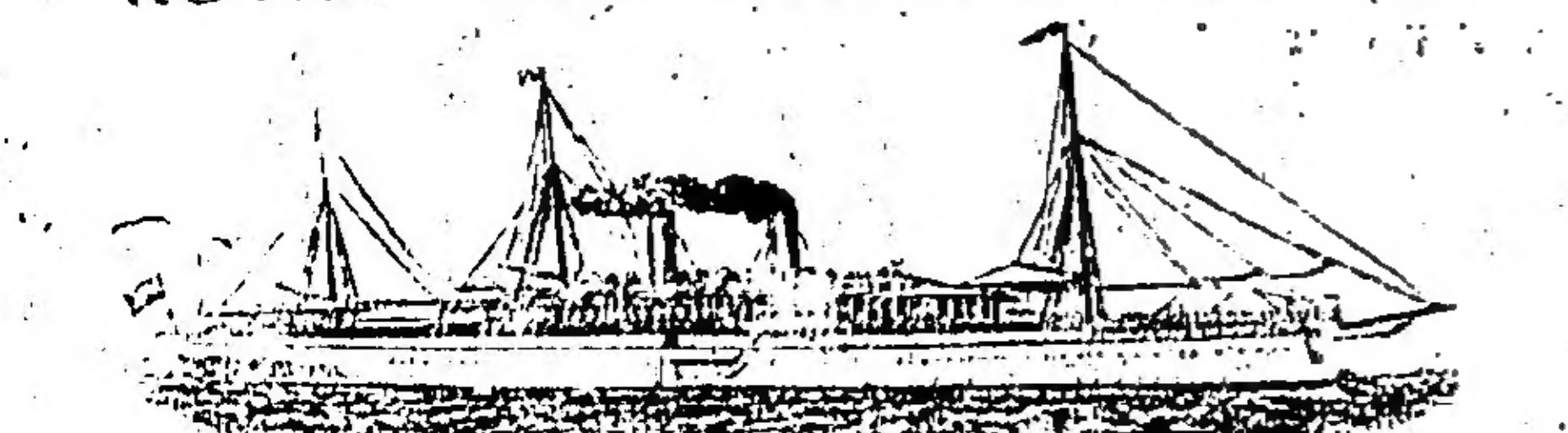
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel, Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).			
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, September 12, 1906.	
"EMPEROR OF JAPAN"	6,000	THURSDAY, September 27, 1906.	
"MONTEAGLE"	6,163	WEDNESDAY, October 3, 1906.	
"EMPEROR OF CHINA"	6,000	THURSDAY, October 25, 1906.	
"TARTAR"	4,425	WEDNESDAY, October 31, 1906.	
"EMPEROR OF INDIA"	6,000	THURSDAY, November 22, 1906.	
"EMPEROR"	Steamers will depart from Hongkong at 4 P.M.		
	Intermediate steamers at 12 Noon.		

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence \$60. via New York \$62.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways \$40.

R.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya.

Hongkong, 30th August, 1906.

HONGKONG-MACAO LINE.

STEAM TO CANTON.

S.S. "WING CHAI," Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; and Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2. 1st Class—Return, \$2; with Cabin, \$3.

3rd Class—Single, 40 cents; Return, 60 cents.

Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the following day (Monday) on production of the "Return Half Ticket." Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 11th August, 1906.

[13]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, HAIFAS, GENOA, ANTWERP, BREMEN, HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 20th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BURLOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 12th day of September, 1906, at Noon, the steamship SACHSEN, Captain F. von L. Petersen, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 10th September, Cargo and Specie will be received on Board until NOON, on TUESDAY, the 11th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 11th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. o. o.	£42. o. o.	£22. o. o.
Return	91. o. o.	63. o. o.	33. o. o.

	1st Class	2nd Class	3rd Class
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. o. o.	44. o. o.	24. o. o.
Return	97. o. o.	66. o. o.	36. o. o.

* TO NEW YORK VIA SUEZ:

	1st Class	2nd Class	3rd Class
VIA NAPLES, GENOA or GIBRALTAR	64. o. o.	44. o. o.	26. o. o.
Return	115. o. o.	79. o. o.	47. o. o.

	1st Class	2nd Class	3rd Class
VIA BREMEN or SOUTHAMPTON	68. o. o.	46. o. o.	27. o. o.
Return	123. o. o.	83. o. o.	49. o. o.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland, THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by mail or steamer

Intimation.

Intimations.

K. A. J. O'HOTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

WM.

POWELL

LTD.,

ALEXANDRA

BUILDINGS.

LACE CURTAINS

Large Variety.

3 yds. \$ 2.30 to \$ 6.00 a pair.
 3½ yds. 8.75 to 9.50 "
 4 yds. 4.75 to 10.50 "
 4½ yds. 6.75 to 18.50 "
 5 yds. \$ 10.00 to 21.00 "

MUSLIN CURTAINS

Splendid Selection.

80 cents to \$2 a yard.

Madras (White & Ecru).

Book.

Flowered Book.

Coloured Madras.

Insertion Muslin.

POWELL'S

HONG KONG.

Hongkong, 25th August, 1906.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) 1. ADIES' AND GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS, SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAID), HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA SERONGS.

MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [830]

HONGKONG JOCKEY CLUB.

MEMBERS wishing to SUBSCRIBE for "SUBSCRIPTION" GRIFFINS for our next Race Meeting are requested to notify the Undersigned before SATURDAY, the 8th September next.

By Order,

T. F. HOUGH,

Clerk of the Course,

Hongkong, 29th August, 1906. [835]

HONGKONG GYMKHANA CLUB.

THE Fifth Meeting of the Season will be held

at the Happy Valley, TO-MORROW,

the 8th instant, commencing at 4 P.M.

The Charge of Admission will be \$1.00 for

others than Members of the Hongkong Jockey

Club or Gymkhana Club.

The Committee invite the Ladies of Hung

kong to be present.

Post Entries will be accepted for Event

No. 4.

C. G. MACKIE,

Hon. Secretary,

Hongkong, 7th September, 1906. [840]

BLACKHEAD & CO.,

SHIP-CHANDLERS, SILVAMAKER

COAL AND PROVISION MEA

CHANIS, NAVAL CONTRACTOR

AND GENERAL COMMISSION

AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONG KONG.

SOAP AND SODA MANUFACTURER.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

DAIMLER'S PATENT-MOTOR

LAUNCHES,

&c. &c.

Sole Agents for

FERGUSON'S MILK CREAM

EVERY KIND OF

SHIP'S STORES AND REQUISITES,

ALWAYS IN STOCK

47

REASONABLE PRICES.

Hongkong, 20th March, 1906. [845]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

同 公 有限公司

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club,

Hongkong Hotel, Telegraph Co., Messrs. A.

S. Watson & Co., Ltd. Firms and other leading

Establishments in the Colony, to whom refer

ence may be made as to the Superior Work

manship and Materials of the Furniture, &c.,

supplies.

Messrs. A. S. Watson & Co., Ltd. write as

follows—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to our Dispensary and gave us every satis

faction."

(Sd.) A. S. WATSON & CO., LTD.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [850]

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCAN

TILE ADMINISTRATION OF THE

YUET-HAN RAILWAY COMPANY,

LIMITED,

in the Kwang Tung section, Chinese Civil

Engineering Students having

experience in Railroad preliminary, location

and construction. Must be capable of handling

any kind of Railroad Instruments on field work.

Address applications, giving training, refer

ences, experience and samples of work, to—

H. E. CHANG,

President of the Kwang Tung Mercantile

Administration of the Yuet-Han Rail

way Company, Limited.

Canton, 1st August, 1906. [850]

Intimations.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions

to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 10th September, 1906, at 11 A.M., at the Hong

kong and Kowloon Wharf and Godown

Company's Godown, Kowloon.

60 AXE-BOXES for same.

10 AXLES " "

6 WHEELS " "

9 OIL CUPS " "

IN ONE LOT.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Note.—The Trucks can be converted into

Tipping Waggons and are suitable for filling

in purposes.

Inspection orders can be had from the

Auctioneer.

Hongkong, 3rd September, 1906. [801]

HONGKONG GYMKHANA CLUB.

KULANGSU MUNICIPAL COUNCIL

THE PROGRAMME.

The fifth meeting of the Hongkong Gymkhana Club will be held at the Happy Valley on Saturday next, 8th inst. Following is the programme—

1. 4 P.M.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China Ponies. Non-winning Jockeys allowed ½ lb. Entrance fee, 1st Prize: A cup presented, and Prize: \$25. (Entrance fees to go to winner.)

Mr. Bruton's Preston, 1st 10lb.

Mr. Clarke's Pathan, 1st 10lb.

Hob. Mr. W. J. Gresson's Ionic, 1st 10lb.

Mr. Hickman's Rosemary, 1st 10lb.

Mr. Macdonald's Highland Gillie, 1st 10lb.

Mr. Otter's Athelber, 1st 10lb.

2. 4.30 P.M.—DISTANCE RACE. HANDICAP.—Open to ALL COMERS.—For all horses, ponies and donkeys—description (whether water, country bred, China pony, or donkey, &c., name and height of animal), and standing weight of rider to be given. Entrance fee, \$2. Two prizes—One to go to winner and the other to the first heavy-weight (over 1 stone) past the post. First prize: Presented by Mr. G. K. H. Bruton. Heavy-weight prize: Presented by the Club.

Mr. Clarke's Pathan, 1st 10lb.

Mr. Clarke's Lashmore, 1st 10lb.

Capt. Coleman's Linkman, 1st 10lb.

Father O'Flynn's Merrymite, 1st 10lb.

Hon. Mr. W. J. Gresson's Mamodeen, 1st 10lb.

Mr. Hynes' Jingo, 1st 10lb.

Mr. Macdonald's Highland Gillie, 1st 10lb.

Mr. Godfrey Master's Mango, 1st 10lb.

Mr. Otter's Red Herring, 1st 10lb.

Mr. Reiner's Saxon, 1st 10lb.

3. 5 P.M.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile.—For all China Ponies. Catch weight at 10 st. 6 lb. Winner of an open race or open giffin race, \$10 extra. Non-winning subscription giffin allowed 5 lb. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The number of marks already scored to pass with the pony on a race. Any winner of the race to carry 5 lb. extra for each win in subsequent races for the cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee, \$5 to go in the purchase of a momento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup, value \$100, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. Bruton's Kingston, 1st 10lb.

Hon. Mr. W. J. Gresson's Ionic, 1st 10lb.

Mr. Godfrey Master's Blue Nile, 1st 10lb.

4. 3.30 P.M.—LADIES' NOMINATION.—"AUNT SALLY" RACE.—Dolls to be placed at intervals across the course. Gentlemen to start mounted opposite judge's box. On a given signal they are to ride to a point indicated and there dismount, pick up a bundle of sticks and return to starting point when they will hand the bundle to their respective dominators. The prize will be won by the lady who knocks down her doll in the least number of throws and in the shortest space of time. Entrance fee \$3. 1st prize: Presented by Sir Paul Chater, Kt., C.M.G., and prize: \$25. (Entrance fees to go to winner.)

Mr. Bruton's Diadem, 1st 10lb.

Mr. Clarke's Pathan, 1st 10lb.

Father O'Flynn's Merrymite, 1st 10lb.

Hon. Mr. W. J. Gresson's Eager, 1st 10lb.

Mr. Hynes' Jingo, 1st 10lb.

Mr. Macdonald's Highland Gillie, 1st 10lb.

Mr. Godfrey Master's Blue Nile, 1st

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER.

SPARKLING
INVIGORATING
HEALTH-GIVING.

During the Hot Damp
Weather when Heavy
Drinks are out of the
Question one's thoughts
naturally turn to
RAINIER.

Per Case of 4 doz. quarts ... \$10.50
Per Doz. quarts 4.20

Per Case of 6 doz. pints 10.50
Per Doz. Pints 2.75

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 4th September, 1906.

for they shall not see grace. They will never attain the height of being described as sterling men—but that is beside the question. The members of the Sanitary Board, or at least the unofficial members, that is to say, the accredited representatives of all classes in the community, desired to know why the "C.S.O.'s" were withheld from them. And here is another puzzle: Should anybody send a document to the P.W.D., for example, which has to be referred to the Governor, the D.P.W. forwards it in a covering letter to the Colonial Secretary. In the office of the latter, the P.W.D. communication is "jacketted." On its wrapper is noted a *privilegium* of the contents, the origin of the communication, and the date of receipt. It bears a distinctive number and now becomes a full-fledged C.S.O.—as distinguished from "O.O.'s" (Colonial Office Despatches)—and is assigned to a position in the registered official archives as a C.S.O. relating to a particular subject. The Colonial Secretary, or C.S., notes on the wrapper his opinion and sends the C.S.O. to His Excellency the Governor. His Excellency, after considering the remarks, or "minutiae," as they are officially termed, of the C.S. and the D.P.W., endorses it with his views and returns it to the C.S. who again adds a memo, and once more it reaches the D.P.W. If the latter is in good form, the wrapper, with the document inside, may start on another journey round the official globe, and if the writer of the document ever hears of it, again in this life he may thank his lucky stars. Now, the C.S.O.'s to which the members of the Sanitary Board referred mean the endorsements on the wrapper containing the document. Occasionally it happens that a member desires to know why an application has been refused without explanation, but no answer is forthcoming. A glance at these endorsements would shed light on the subject at once. When the unofficial members, therefore, expressed a wish that these C.S.O.'s might be placed before them they were only asking for what would enable them to do their duty by their constituents. The unofficials are not supposed to be men of departmental knowledge. They need not even have a thorough acquaintance with all the modifications of the various rules and regulations as interpreted by the Court. They are selected because of their business acumen, representative character and probity. They are not clockwork machines or automata to be wound up and set going by the officials. But as things stand, at present, it would appear that all they are required to do is to attend the Board, nod their heads at the appointed time, repeat the responses, sing "amen," bow their heads for the presidential benediction, and clear out. They are not put in possession of the facts of each case. They may harass their minds trying to fathom why they decided, in accordance with the wish of the official element, to do this or to do that, but they will be most useful if they sit bygones and wonder if the world is flat. The real business of the Board is carried on by means of these C.S.O.'s. All the information they require, all the whys and wherefores, all the facts, all the pros and cons are contained on the wrappers known as the C.S.O.'s. Yet they are withheld from the unofficial members. Why? Surely not because the heads of departments object to their remarks being scrutinised and criticised. Surely not because they wish to reduce the unofficial members to the position of puppets. Then why all this Star Chamber conduct? If the unofficial members, the members who represent the justices, the ratepayers, the merchants, shopkeepers, property-holders, even the coolies, are not to know why a motion was vetoed what is the use of being members of the Sanitary Board? It cannot be said that the officials fear that the Press might get hold of some unguarded endorsement. For, as everybody knows, half the business of the Sanitary Board is conducted in private as it is. True, nobody seems to lose by all this secrecy; nobody tries to become clairvoyant in order to read the hidden doings of the Board behind barred doors. But it would be interesting to know how the unofficial members manage to keep pace with the officials if they get no inkling of the reasons which led to the rejection of this or the approval of that. Manifestly, if the Board is to be of any value, anything that concerns the Board as a whole should be brought to the knowledge of the Board as a whole; otherwise, the business must be mostly cut-and-dried before it comes to the Board. It has been said that no reasonable man would believe that any of the heads of the departments would fear the light of day—as represented by the unofficial members—being allowed to shine on the endorsements on the C.S.O.'s. But in face of the facts, and human nature being what it is, what is one to think? It would be much more satisfactory if His Excellency the Governor, or whoever has the authority, should ordain that all documents, endorsements, opinions and suggestions relating to any matter coming before the Sanitary Board should be at the disposal of the members at the fortnightly meeting, or at any other reasonable time, so that in coming to a decision with any object the members should be in a position to give a decision based on a full knowledge of the facts of the case.

THE CONDUCT OF INDIAN CONSTABLES.

LOCAL AND GENERAL.

THE Colonial Secretary informs us that the following telegram has been received from H.M.'s Consul at Bangkok:—"Quarantine removed, but vessels must call at Koh Khray for inspection."

THROUGH the courtesy of the agent of the Canadian Pacific Railway Company in Hongkong, we are in receipt of the nineteenth annual report of the Vancouver Board of Trade. It should prove of the utmost interest to any one contemplating a visit to the garden of Canada.

INFORMATION has been received that the transport *Soudan* will arrive here, with the 3rd battalion Middlesex Regiment, on the 30th October; leave for Taku on 3rd November, arrive there 11th, leave 13th, arrive Hongkong 20th, and leave Hongkong with 2nd battalion Royal West Kent Regiment for Singapore on 28th, arriving at Singapore 4th December. The transport *Stettin* will arrive here on 13th December and leave for England on the 21st December.

MR. T. F. Hough, of Messrs. Hughes and Hough, auctioneers, was just about to offer for sale by public auction, this morning, at their salerooms, the valuable leasehold property known as Kowloon Inland Lot No. 540, which carries an annual Crown rent of \$566, and has an area of 123,232 square feet, when Mr. R. Harding, of Messrs. Ewens, Harston and Harding, solicitors for the mortgagees, appeared and withdrew the sale, as the matter had been settled between the parties.

By kind permission of Lieut.-Col. A. G. Flilton, D.S.O., and Officers, the Band of the 2nd Battalion "The Queen's Own" (Royal West Kent Regt.), will play the following programme of music, during dinner at the Hongkong Hotel, on Saturday, 8th inst.:

March "Die Kaiser Brigade" Möller
Selection from "The Gels" Jones
Valse "Gold and Silver" Lehár
Marie "Sahur au Clair" Mass
Song (Coronet Solo) "Morn" Adams
Selection from "The Toreador" Monckton
Spanish Quickstep "La Manchica" Bern-Clerc
Got Savo the King.

STANDING in the witness-box, exhibiting to the Court a white cotton long coat, besmeared with blood, one eye in deep mourning, his nose a trifle flatter than was natural, and his left ear swollen, a "boy" employed in the Cafe Weismann appeared before Mr. H. H. J. Gompertz, to prosecute Albert Kiessling, chief cook of the cafe, for assault. The cook wanted to settle the matter and offered the complainant \$10, but the latter would not listen, saying that such a mauling could not be settled for \$100. According to his evidence complainant left work a bit earlier than was the rule of the cafe, and when he returned, the following morning, defendant "fixed him." His Worship held no offence had been committed and fined the cook \$10.

WONG Man, a boatman, of Yau-tan, was arraigned before Mr. F. A. Hazelton, at the Police Court this morning, by Inspector Macdonald, on a very serious charge—that of attempting to do grievous bodily harm to his wife yesterday, by rubbing so the corrosive powder on her neck and face. Wong pleaded guilty, but held that she deserved all she got. He said that the woman was bad, and of late she had been disappearing from the boat for days. When she returned she refused to give an account of herself. On the last occasion he had to go and fetch her home. He rubbed the powder on her neck and face, because he knew another man had taken a liking to her, and by attempting to disfigure her "goods look" he hoped that liking would evaporate. The fast young woman, who could scarcely be five-and-twenty years of age, was badly burnt, but the defendant refused to tell the police what kind of powder he used that could do such damage. He was sentenced to three months' hard labour.

ALBERT Hanson and Carl Johannsen, German seamen, were charged before Mr. H. H. J. Gompertz, at the Police Court, this morning, by P. C. Murphy and Sergeant Ari, with being drunk and disorderly in the Sailor's Home, yesterday. Murphy said that Hanson was trying to get up a fight. There were between 60 and 70 Chinese seamen in the Home, and Hanson was pulling and tugging at the men, in the hope that one would take up the challenge. Because the natives refused to give Hanson a couple of rounds, he got very noisy and disorderly. He said he was feeling fine for a scrap, and the reason why the Chinese would not take their coats off was because they were afraid of being annihilated. Hanson was arrested. Johannsen, on the other hand, had more money than was good for him. At the time he was arrested he was flinging his money about to the great delight of the street Arabs. Both knew nothing of what occurred on the previous day, but admitted being intoxicated. They were fined \$5 each.

A MOST amusing incident occurred on the Praya, just east of the Yumati ferry wharf, about 11 o'clock this morning. A Chinaman and a woman were walking along together, chattering in the usual loud-toned manner peculiar to the Oriental, the woman carrying a basket containing vegetables and eggs, when a small girl, of some six years of age, or so, running backwards, bumped into the basket, and it is to be assumed, broke some of the eggs—at least the couple assumed it as a fact, for the woman put down her basket, caught hold of the child, and gave her a sound thrashing, the latter, the while, emitting heart-rending yells. But her screaming was soon stopped, and stopped very suddenly, for the man picked up an oil-drum filled with water, and emptied the contents over the youngster, so that she gasped for breath, and could not utter a sound. It was somewhat drastic treatment to mete out to such a tiny mite for what was a simple accident, especially as, after all, it was quite possible that none of the eggs were broken.

CANTON DAY BY DAY.

ANOTHER COOKE AGITATION FEARED.

[From Our Own Correspondent]

CANTON, 5th September. The chair bearers in Canton have already given up the strike and are now engaged at work as usual, but it is feared that another agitation may arise. The Captain Superintendent of Police has issued a notification stating that the carriers have to be registered ~~and~~ ^{and} will obtain licenses without any charge. With regard to the regulations to which they are unwilling to submit, a petition must be sent to the Police Department for consideration. The police are instructed to discover the chief agitator and those who have committed riots in the streets.

CONSIDERATE RODGERS.

The house of Leung Han-lim in Fathian was looted at midnight on the 26th day of the 6th moon (15th August). The robbers said to Leung Han-lim, "Do you want the pawn ticket of the booty returned?" "Yes," he replied. No arrests have been made. A few days ago several pawn tickets in an envelope, bearing the name of Leung Han-lim, were left at the door of his house.

THE FIRE GOD FESTIVAL.

The Canton Police Department notified that all the representatives of *Kafong* in the city have to be registered, the object being to prevent demonstrations on the occasion of the "Fire God" festival, by erecting marshalls in streets, which is the custom in Canton. A large sum of money is spent every year on these celebrations.

CANTON, 5th September.

YUET-HAN RAILWAY COMPANY'S MONETARY SCHEME.

A meeting was held on the 15th day of the 7th moon (3rd inst.) in the head office of the Yu-kean Railway Company to consider the question of the casting of dollars in the Canton mint. Mr. Chan Kun Ying, the chief manager of the company, has petitioned Viceroy Shum to grant the company this privilege and the question is now under consideration.

THE HONAM THEATRE FIGHT.

Another meeting was held in the Kwong Van College at Canton, where nine scholars of different Colleges were elected as representatives to present a petition to the Pun Yu magistrate praying that the Honam Theatre should be closed. The matter is still pending.

AN EXEMPLARY SENTENCE.

WONG Kiu-ki, Chan Tsau and Chan Shan-chuen, employed as letter carriers in the China Inland Post Office, were charged by the Postmaster with disorderly conduct. They were sentenced by the Nan Hoi magistracy to one year's hard labour each, in the Canton Industrial Factory.

HONGKONG CRICKET CLUB.

The following players have been invited to play in a match on the Cricket Ground tomorrow or on the 15th inst.:

MR. K. Hancock's Team—Messrs. R. Hancock, T. Sercombe Sime, C. H. Mackay, G. E. Morell, R. E. Stanger-Laynes, L.M.S., W. E. Dixon, W. G. Martin, F. R. Lowe, R. A. Ponsonby, W. Penke, F. A. Fowler, Ussher, 129th Bn.

MR. W. C. D. Turner's Team—Messrs. W. C. D. Turner, T. E. Pearce, H. W. Woodward, H. W. A. Powell, Capt. H. W. Smith, R. A. Massis, H. Hancock, Hope, R. A. Graham, R. W. K., W. J. Daniel, P. W. Goldring, Lucy, R. A.

MARINER COURT.

ANOTHER IGNORANT COXSWAIN FINED.

At the Marine Court yesterday morning, Hon. Captain L. A. W. Barnes-Lawrence, Marine Magistrate, presiding, Mr. Edward Jones, assistant Harbour Master, charged Li Man, master of licensed steam launch *Kwong Sing*, with unlawfully using the steam whistle of his launch, on the 6th inst., in Victoria Harbour, contrary to Regulation 9, of Ordinance 10, of 1899.

Mr. Jones stated that shortly before noon yesterday, the defendant's launch was proceeding through the harbour to the eastward, at a high rate of speed. When abreast of the Harbour Office he gave a prolonged blast on the whistle, evidently as a signal to some sampans ahead of him. A few seconds later he gave another prolonged blast on the whistle, but never altered his course, or moved his helm.

Li Man said there were some sampans under weigh on his starboard bow, and he whistled to them to hurry their movements.

The defendant was then examined in the use and meaning of the blasts on the whistle, but showed he did not know them.

He was fined \$5 with the alternative of seven days' imprisonment, and warned to study the use of the whistle.

SIGNALLING AT SEA.

NEW ADMIRALTY REGULATIONS.

The Admiralty, we understand, are about to issue a new set of regulations for the signalling between British men-of-war and merchant vessels at sea, both during the day and at night. These new regulations are not intended to abridge, or in any way alter the international code of signals, but merely to frame a set of rules affecting only British vessels. For this purpose they are issuing a manual to explain the new means of signalling, and signalling by the moveable semaphore, and by the Morse system, both flashing and pyrotechnic, is also fully explained.

The importance of this new move and of these systems cannot be over-estimated, and no doubt the expectation that they will be generally brought into use in the Mercantile Marine will be fully realised.

The pyrotechnic Morse code is very simple and efficient, though somewhat slow, as a substitute for the flashing system, but in its favour it may be said that no particular skill or practice is necessary for its use, with the exception of the attention to the intervals, as required by the regulations.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

RIOT AT TOKYO.

CROWDS BOMBARD TRAM DEPOTS.

HAND-TO-HAND FIGHTS BETWEEN POLICE AND CIVILIANS.

[From Our Own Correspondent]

Shanghai, 7th September, 2.20 p.m.

As predicted at the mass meeting of Socialists and others held at Tokyo on Wednesday, serious disturbances have followed the resolution to boycott the tramway cars in consequence of the increased fares which are now demanded.

On Thursday night there were manifestations of the greatest disorder among the populace.

Crowds paraded the streets and, assembling at the tramway depots, bombarded the stations with a fusillade of stones.

As a result of the riot several sheds were reduced to ruins.

The police endeavoured to quell the disturbance and hand-to-hand fights occurred.

Many policemen were seriously injured in the fray.

Up to the present time 82 rioters have been arrested.

U. S. TRANSPORT ASHORE.

PROBABLE TOTAL LOSS.

San Francisco, 1st September. The United States Army Transport *Sheridan*, bound from Manila to this port, has gone ashore on a reef near Honolulu, and will probably be a total loss. The ship hangs where she struck; although there is deep water all around her. All the passengers and crew are safe. The reef is not charted.

Later. The news of the stranding of the *Sheridan* excited great interest here, which was relieved when the passengers were reported in no immediate danger. The steamer has gone half her length over the reef, and is now fast amidships.

There was considerable of a shock, and the main steam pipe burst when the engines were reversed. The boats are in good order, and can accommodate all if necessary, which is not anticipated.

The *Sheridan's* condition is regarded as critical should a strong wind arise. The passengers have not been removed, but arrangements are being made to do so at short notice. They have confidence in the officers, and there is no panic. At present the weather is quiet, so there is no need for alarm as to their safety. If the passengers are ordered to leave the ship, they will be accommodated at Honolulu until another ship can be sent—*Manila Cablenews*.

A VERY ingenious way of smuggling opium into the Colony from Canton was revealed at the Police Court this morning, when the smuggler came before the Court. Off late the excise officers stationed on the Canton wharves have had their suspicions aroused over a certain individual whose business appeared to be travelling backwards and forwards from Canton almost daily. He carried no luggage, but wore a bamboo hat—even at night—and was always in a hurry to get ashore. Early this morning the opium men expected to meet their friend again so when the *Honam* made the wharf a sharp look-out was kept. The suspicious one left the vessel and was making for the road when he was grabbed and a search followed.

In his clothes they could find nothing and he was about to be released when somebody suggested searching his hat. The bamboo hat was carefully scrutinised. Inside of that were found fifteen taels of opium. The man on being placed before Mr. F. A. Hazelton was ordered to pay a fine of \$300, in default three months' gaol.

SHIPPING AND MAILS.

MAILS DUE.

German (*Greifswald*) 10th inst., 10 a.m.Canadian (*Monteagle*) 11th inst.German (*Sachsen*) 11th inst.Indian (*Kutang*) 13th inst.Canadian (*Empress of China*) 23rd inst.

The *U. S. Borneo* has left Sandakan on 11th inst., p.m., to be expected here on 10th inst.

The P. & A. s.s. *Nicomedia* from Portland via Japan ports, will be due to arrive at this port on the morning of the 12th inst.

The C. P. R. Co.'s s.s. *Empress of China* left Vancouver, p.m., on Tuesday, the 4th inst., for Hongkong via the usual ports of call.

TELEGRAMS.

[Reuters.]

London, 5th September.
The Canadian Pacific Mail Service.
The Empress of China left Vancouver at schedule time.

The Hamburg-American Line.

The Hamburg-American Line announces an intention of issuing £1,000,000 new capital, to build ships for the improvement of their services.

The proposals of the Hamburg-American Lines include an increase of the service in Chinese waters and a provision for suitable ships for the Sudan and Persian Gulf ports.

The Pope and the French Bishops.

The French Bishops have telegraphed to the Pope, expressing their gratitude for the Encyclical and promising their obedience, in spite of perils and trials.

Later.

Russia in China.
Russia has established a consulate-general at Harbin, Mukden, Kirin, Tsitsihar and Dally, and is replacing agencies from the Foreign Office.

The Real Estate and Trust Company.

Three officials of the Real Estate and Trust Co., of Philadelphia, have been arrested and charged with defrauding depositors of many millions of dollars.

It is estimated that the failure will exceed \$10,000,000.

Great Britain and Germany.

An inspired article in the *Deutsche Revue* on Anglo-German relations, declares that a very frank and unconstrained discussion on the general situation occurred at the meeting between King Edward and the Kaiser, and the *Revue* suggests that the meeting paved the way to an Anglo-German entente.

The London *Times* commenting on this sees no reason for a quarrel with Germany, but relations cannot under present circumstances acquire the same intimacy as our relations with France.

THE DRRP BAY TRAGEDY.

ALLEGED MURDERERS ON TRIAL.

That portion of the Police Court which is set aside for native spectators was packed with sampan people this afternoon when the case in which five native fishermen, crew of a deep sea fishing junk, who were recently extricated from Macao, lined up in the dock in answer to a charge of murder. The prisoners were alleged to have murdered the master of the junk, his wife and son, on the night of August 2nd. Mr. F. A. Hazelton heard the case. The prisoners—a tough-looking lot—pledged not guilty to the charge. Mr. P. P. J. Wodehouse, assistant superintendent of police, conducted the case. Inspector Langley and Sergeant Wilden—who made the capture—of the Water Police, watched the case for the police.

The first witness called by the police was the nephew of the murdered captain, who, it will be remembered, was flung into the sea by the mutineers, and six hours later rescued by a passing junk. He is merely a boy.

THE CAUSE-OF THE MURDERS.

There was a difference of opinion as to the real cause of the crime, when it became known. According to the nephew the prisoners wanted the master of the fishing-boat to quit doing peaceful trade and to turn pirates. This the captain would not do. Then the prisoners were alleged to have turned against him. What they wanted was for the master of the junk to sell his fishing craft, purchase a couple, but smaller, junks, and start their nefarious trade. That the master of the junk was a peaceful man, and that he would not join in with their schemes, but threatened to dismiss them if they insisted on turning pirates, was evident, for, according to the nephew, the prisoners mutinied on the night of 2nd August, and bore down on the master and his family, armed with bamboo poles. The lad could only speak after this of what he heard for he was immediately seized and locked in the hold. In the hold of the junk he heard a great commotion on deck and could hear what was said. When the excitement was also over he heard a splash in the water and heard one of the crew said: "We've killed the master!" After about half an hour's confinement he was brought on deck by one of the prisoners and he was asked if he wanted to join them as pirates for a period of two years. They went into details, giving particulars as to the different places they would frequent, emphasizing the fact that the work was easy and chances of capture small. Nevertheless, the boy refused point blank to go with them and he too was pitched into the water. He swam around for a while and heard the order given to hoist sail and a few minutes later the junk left the port. He was then picked up. Then followed the report to the police and the departure of Detective-sergeant Wilden to Macao in search of the prisoners. In the guise of a "sportsman" Wilden laid his quarry by the heels and brought them back to Hongkong. When the prisoners set sail, after disposing of the master and his family, they took with them his daughter. She will be called probably to-morrow afternoon to corroborate the evidence of the nephew and to relate the occurrences that took place on board after the murder of her parents and her treatment while in the hands of the alleged murderers.

AFTER THE WAR.

THE "FRANKLIN" CASE.

HOW IT WAS TREATED IN HONGKONG.

A well known member of the shipping community in London, whose opinion is entitled to the highest consideration, referring to the paragraph we reproduced from the London press, on the subject of an action for damages for malicious prosecution, and for wages, by the crew of a vessel which called at Hongkong during the recent war, notes that the judgment of Mr. Justice Lawrence, in the King's Bench Division, would seem to reflect on the action taken in Hongkong. According to the paragraph in question Mr. Justice Lawrence said the *Franklin* started in February, 1905, from Cardiff, with a cargo of coal, and came to Hongkong, where the crew were told that they were expected to proceed to a port in Japan. The men refused, whereupon they were taken before the Harbour Master, who committed them for 70 days for impeding the navigation of the ship. They went to prison, and the ship proceeded to the Japanese port. The men claimed wages from the time they left Hongkong until they arrived in England. Judgment was that the plaintiffs were entitled to wages up to the date when they arrived in England. No damages could be claimed for malicious prosecution. A stay of execution was granted, as it was a very important matter to the shipping world.

In view of the interest which is being taken in shipping circles in the matter, our correspondent gives the conclusions of the Marine Magistrate in Hongkong in summing up, when the crew of the *Franklin* were tried before him, on a charge of impeding the vessel.

The Hon. Captain Barnes-Lawrence, R.N., said:—There are three points of view affecting such cases, which have to be taken into consideration.

(1) You deliberately signed Articles to proceed to certain latitudes, which embrace both Asiatic-Russian and Japanese Ports, at a time when you knew those countries were at war, and also when you must have been aware that your cargo (coal) is regarded by both these nations as "Contraband of War," and yet you wait until within measurable distance of your final port of discharge, which you were also aware was in the Far East, to create difficulties which have involved serious delay to your ship and consequent loss to her owners. In know-

ledge also of the fact that similar difficulties had been created, during some considerable period before you signed on, by other crews,

you have deliberately chosen your own time to make representations on the subject now, instead of doing so when—before signing on—you had the opportunity.

I assign no reason for your act, beyond the sentiments you have made; but to show you the difficulties that sometimes occur in judging these cases, I would point out that, in one or two cases re-

cently, when men have been similarly cir-

cumstanced, they are reported to have since

declared that their engagements were "put up jobs" before they signed on, with the intention

of obtaining passage home, spent in idleness,

and to sue the owners for full wages up to the time they arrived in England.

(2) The next point is, how far owners can

be expected to go, in having it stated on the

agreement that their vessels are carrying

contraband, for without some such statement, attitudes, such as you have taken up, are rendered

possible. An agreement to this effect in

the ship's articles would condemn the cargo—if captured—without question, and running

with contraband might have to be abandoned.

If the reasoning powers of the crews during

the earlier stages of the war were at fault when

signing on, it can hardly be contended that

such is the case now—12 months later—when

men must surely be aware what they are com-

mitting themselves to.

(3) No conclusion has, so far as I am aware,

been come to in England as to how these

cases should be treated, but the line I have

consistently taken since the commencement of

the war has been (and this is the third point

alluded to) what risk is likely to be encountered

in the voyage between Hongkong and the

port she clears for. If the risk of capture and

personal danger to life may be reasonably

thought to exist, I have not, in several instances—in spite of the foregoing considerations—exacted the fulfilment of the agreement. (At

the time these men refused duty, the Baltic

Fleet had not reached Singapore, the Port

Arthur Fleet had been destroyed and the

remnant of the Vladivostok Squadron was

blockaded in that port.) On the other hand,

where no apparent risk can be shown, I have

endeavoured to point out to those concerned,

and usually with success, that it is their duty to

proceed; otherwise they are liable to punishment.

Before acceding to the master's request that

your action in having impeded the progress of

the ship should be dealt with, I would ask

you to consider well the points I have placed

before you, and trust that you will take advantage

of my willingness, and that of the master,

that you should, even at this stage, return to your duty."

The crew were given 24 hours to consider the matter.

They were not given military confinement; nor even hard labour which was purposely omitted when awarding the punishment. Also they were to be put on board the *Franklin* had she returned to Hongkong as was expected by the master before the expiration of the sentence.

In these circumstances our correspondent holds that the Magistrate performed his duty according to the fairest interpretation of the law, and the strict letter of the Articles, which gave satisfaction to shipowners whose interests must receive adequate protection by the Court.

This most mixed population in the world is probably that of British Guiana. There is an admixture of French, Dutch, Spanish, British, Coolie, and Indian blood.

GYMKHANA TOPICS.

The fifth and last gymkhana meeting of the season is to be held at Happy Valley to-morrow afternoon, weather permitting. Small fields will probably be the order of the day, but we may expect to see out some fresh blood. The rains of the past few days have wonderfully improved the surface of the race-course proper, and should the ensuing twenty-four hours be dry a flying course and fast times may be anticipated. Of course, it is not to be expected that outsiders will roll home, as the form of the ponies has been brought down to a fine point and almost every other spectator of the training gallops is the proud possessor of a stop-watch and works the times down to decimal points so that the person who follows the tips of your truly may confidently expect to return home with dollars to the good.

The fresh blood already referred to are the following ponies: Ionic (Hon. Mr. E. W. J. Gresson), a consistently fast timer, and F. B. Deacon's Aethelbert, whose performances will be referred to later in our times and tips.

The first race of the meeting has brought out the following entries—Mr. Bruton's Preston, Mr. Clarke's Pathan, Hon. Mr. W. J. Gresson's Ionic, Mr. Hickman's Roscommon, Mr. Macdonald's Highland Gillie, Mr. Otter's Aethelbert.

The pick of this basket at the weights is undoubtedly Pathan. Roscommon is well in at last, and as he has run consistently all through the season may prove himself to be the outsider. Aethelbert has been galloping in splendid style and as this will be his *debut* in Hongkong he will probably have a good following. Highland Gillie, with the weight of 1st, 5lb., is hopelessly handicapped out of it. There were only three pounds difference between this pony and Pathan on the last occasion, and it will be remembered, Highland Gillie only won by a head. Now he has to concede Pathan's 10lb., and if the owner should ride, an additional five pounds' key allowance would be added, which on paper gives Pathan a three lengths' victory. Therefore my tip for this race is Pathan, with a "saver" on Aethelbert.

The next event is the Distance Handicap which has brought out the following entrants:

Mr. Clarke's Pathan, Mr. Clarke's Lambsire, Captain Coleman's Linkman, Father O'Flynn's Merrymite, Hon. Mr. W. J. Gresson's Mamodeen, Mr. Hyne's Ingol, Mr. Macdonald's Highland Gillie, Mr. Godfrey Master's Mango, Mr. Otter's Red Herring, Mr. Otter's Aethelbert, Mr. Reinbeck's Saxon.

To those who have worked out times and form to the afore-mentioned decimal point Ingol appears to have the rosier chance, but should one of Mr. Otter's or Mr. Clarke's start, which I do not consider at all likely, either may win.

We now come to, in some people's estimation, the only race of the meeting. Although this is open to criticism, as a great many owners and jockeys prefer the handicaps, for the following reasons:—(1) There are only two prizes, (2) ponies that arrive in Hongkong late have no possible hope of winning, (3) owners, who think they have no chance, have not yet reached that stage of *ultraism* in which they run their ponies to make up a field. The race, to be run to-morrow, although it may see a field of three, has practically developed into a match between Blue Nile and Kingston, and even if the third pony Ionic, who last evening put half a mile behind him in 1 min. 2 1/2 sec., last quarter 30 1/5 sec. Entries—Mr. Bruton's Kingston, 1st 10lb.; Hon. Mr. W. J. Gresson's Ionic, 1st 6lb., Mr. Godfrey Master's Blue Nile, 1st 12lb.

5.30—Ladies' Nomination—"Aunt Fally" Race—Dolls to be placed at intervals across the course. Gentlemen to start mounted opposite Judge's box. On a given signal they are to ride to a point indicated and there dismount, pick up a bundle of sticks and return to starting point when they will hand the bundle to their respective nominators. The prize will be won by the lady who knocks down her doll in the least number of throws and in the shortest space of time. Entrance fee £3. 1st prize: presented by the Club. Post entries. This race will not doubt prove of interest to those competing.

We now come to another handicap to be run over six furlongs; but should the Challenge Cup ponies come out I shall look to the winner of the Challenge Cup to carry off this event. The entries are—Mr. Bruton's Diadem, Mr. Clarke's Pathan, Mr. Clarke's Lambsire, Father O'Flynn's Merrymite, Hon. Mr. W. J. Gresson's Ionic, Hon. Mr. W. J. Gresson's Eager, Mr. Hickman's Roscommon, Mr. Hyne's Ingol, Mr. Macdonald's Highland Gillie, Mr. Godfrey Master's Blue Nile, Mr. Otter's Aethelbert, Mr. Reinbeck's Saxon.

Having remained two years in the Foreign Office in Berlin Dr. Curt Scholz was appointed Vice-Consul for Germany in New York, after which he was recalled to the Foreign Office and appointed Reporter.

Using his second term at headquarters he had the rank of Councillor of Legation conferred on him, and was decorated with the Order of the Red Eagle of the Fourth Class. On the 25th May, 1904, the Imperial Chancellor Prince von Buelow, appointed Dr. Scholz to the post of Consul in Hankow, and the deceased came East, taking up his office in September 1904. He remained in Hankow until Dr. Knappe went home in October, 1905, when Dr. Scholz was appointed Acting Consul-General in Shanghai, arriving here on the 19th October to assume his office.

During his short term in Shanghai he discharged his high duties with distinguished ability, and endeared himself to everybody who was brought into contact with him, by the courtesy and general kindness which marked his intercourse with high and low. His death in the midst of his brilliant career has come with the shock of a personal loss to the German community, who have the heartfelt sympathy of the entire body of foreign residents. Dr. Scholz was unmarried and his nearest relative is his mother who is at home in Goerlitz.

THE FUNERAL.

The funeral, which took place at the Bubbling Well Cemetery yesterday afternoon, was carried out in the presence of an immense concourse of people, including practically the whole of the German Consular staff, a large party of German Naval officers, representatives of all the foreign Consulates in Shanghai, many other official personages and most of the prominent members of the German community. A guard of honour was furnished by B. M. S. Jaguar, reinforced by a strong detachment from the German Company, S.Y.C., and at the close of the service, which was most impressively conducted by Pastor Bois, the remains were solemnly committed to the earth with every mark of sorrow on the part of those who were present to witness the sad proceeding.

A RICKSHA COOLIE'S FATE.

DISABLED FOR LIFE.

At the last meeting of the Penang Municipal Commission the President stated that some time ago a ricksha coolie took hold of a live wire in Brick Kiln Road. He is incapacitated thereby. The Municipality claimed no responsibility in the affair, which the President thought was an accident pure and simple. But the evidence in the case was somewhat contradictory. Some make out that the live wire fell on the man; others, again, stated it was lying on the road, and the man came along and took hold of it. The President went on to say that he could offer the man a billet in the Ricksha Department at \$10 a month. The work is light and he thought the man would be able to do it. In the meanwhile, as the coolie was unable to do any work owing to the accident, and as he was in poor circumstances, the President had made him an advance of \$5. The coolie's hospital bill was, moreover, \$24.50. The President asked the Commissioners for permission to engage this man in the Ricksha Department; if not, he thought that the man's passage to China should be paid.

Mr. R. A. P. Hogan said he thought the President was quite right in giving the man an advance, and he was of the opinion that the Municipality should pay his hospital bill. But he thought it would be an unwise proceeding to engage the man in the Ricksha Department, inasmuch as the coolie might think that he was entitled to the billet. Moreover, he was told by the President that the man had not yet been approached with regard to his proposed employment. He was inclined rather to give the man a lump sum of money. In the meanwhile he had no objections to the President making the man another small advance.

Mr. Beng Kee concurred with Mr. Hogan, and it was eventually agreed that the President should circulate the paper with regard to this matter among the Commissioners.

DEATH OF DR. CURT SCHOLZ.

ACTING GERMAN CONSUL AT SHANGHAI.

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EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"MOYUNE"	13th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	13th September.
GENOA, MARSEILLES & L'POOL	"PELEUS"	15th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "
HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th "

Taking cargo for Liverpool at London Rates.

Via Bangkok.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>via</i>	"NINGCHOW"	29th September.
NAGASAKI, KODE and YOKOHAMA		

WESTWARD.

FROM	STEAMER	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"STENTOR"	8th September.
The S.S. "Stentor" from Pacific Ports, left Kobe on the 21st ultimo for this port, <i>via</i> Moji and Nagasaki, and is due on or about the 8th instant.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th September, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO and NEWCHWANG	"KWEIYANG" <i>†</i>	8th September.
SHANGHAI	"YOCHOW" <i>†</i>	8th "
MANILA	"TEAN" <i>†</i>	11th "

MANILA, ZAMBOANGA, PORT DAR-	WIN, THURSDAY ISLAND, COOK-	TOWN, CAIRNS, TOWNSVILLE,	"CHANGSHA" <i>†</i>	5th October.
------------------------------	-----------------------------	---------------------------	---------------------	--------------

Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvarnished table. A duly
qualified Surgeon is carried.

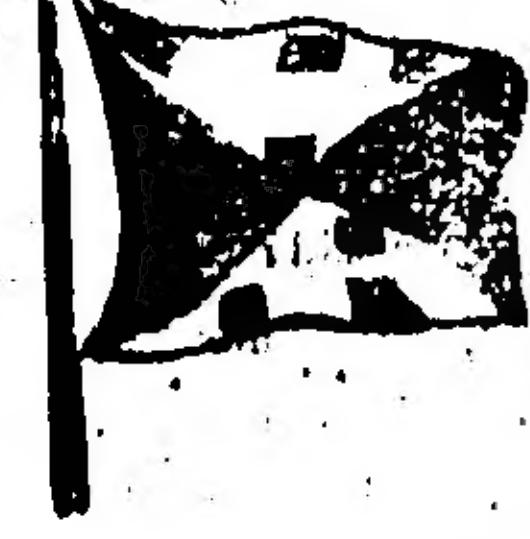
Taking cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th September, 1906.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 8th Sept., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 15th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st September, 1906.

[7]

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship
"SOUTH AMERICA" *†*
About 10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th August, 1906.

[8]

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,

57, DES VŒUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1906.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AQUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1906.

[8]

[8]

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS	DESTINATIONS	TO SAIL
SUEVIA	YOKOHAMA AND KOBE	8th September.
SEGOVIA	KOBE AND YOKOHAMA	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.
"HABSBURG	SHANGHAI, YOKOHAMA AND KOBE	29th September.
SITHONIA	SHANGHAI, YOKOHAMA AND KOBE	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBE	28th October.

HOMEWARD.

STEAMERS	DESTINATIONS	TO SAIL
HELVETIA	HAVRE, and HAMBURG	10th September.
Capt. Neumann	VIA SINGAPORE, PENANG and COLOMBO	
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG	20th September.
Capt. v. Döhren	VIA SINGAPORE, PENANG and COLOMBO	
LIBERIA	HAVRE AND HAMBURG, Kiel	22nd September.
SENEGAMBIA	HAVRE AND HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	2nd October.
Capt. Peter	HAVRE, and HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	
SEGOVIA	HAVRE, BREMEN and HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	16th October.
Capt. Schoenfeldt	HAVRE, BREMEN and HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	
* HABSBURG	NAPLES, HAVRE and HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	30th October.
BRISGAVIA	HAVRE AND HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	13th November.
SITHONIA	HAVRE AND HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	27th November.
Capt. Brehmer	HAVRE AND HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	11th December.
RHENANIA	HAVRE AND HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	
von Hof	HAVRE AND HAMBURG, VIA SINGAPORE, PENANG and COLOMBO	

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabin, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, &c., large elegantly furnished saloon, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Waikerman.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by L.E. "HABSBURG," L.S. "HOHENSTAUFEN," L.S. "SCANDIA" and L.S. "SILESIA."

COAST SERVICE.

TO KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.
* Taking cargo at through rates to Tsingtao and Chemulpo.		

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE
HONGKONG OFFICE.

SIEMSEN & CO.

[654]

For steamers of the Coast Service marked *†*

Hongkong, 6th September, 1906.

SIEMSEN & CO.

[654]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship

On

SHANGHAI HANGSANG *†* SATURDAY, 8th Sept., Daylight.

Shipping.

Arrivals.

Malta, Br. s.s., 3,89, R. A. Peters, 6th Sept.,—Shanghai 3rd Sept., Mails and Gen.—P. & O. S. N. Co.
Takosan Maru, Jap. s.s., 2,88, I. Narasaki, 6th Sept.,—Kuchinozaki 1st Sept., Conl.—M. B. K.
Australia, Br. s.s., 1,78, St. John George, 7th Sept.,—Australia via Manila 1st Sept., Gen.—G. L. & Co.
Tjilatjap, Dut. s.s., 3,475, P. J. van Emmerich, 7th Sept.,—Amoy 5th Sept., Gen.—J. C. J. L.
Foxley, Br. s.s., 2,722, R. P. Butchart, 7th Sept.,—Amoy 5th Sept., Gen. A. K. & Co.
Hangchow, Br. s.s., 1,356, S. Wilde, 7th Sept.,—Canton 6th Sept., Gen.—J. M. & Co.
Haitian, Br. s.s., 1,83, J. S. Roach, 7th Sept.,—Foochow 4th Sept., Amoy 5th, and Swatow 6th, Gen.—D. L. & Co.
Montcalm, Fr. cruiser, 9,500, Martel, 7th Sept.,—rom Woosung.
Tean, Br. s.s., 1,146, Somerville, 7th Sept.,—Manila 4th Sept., Gen.—B. & S.
Bombay Maru, Jap. s.s., 4,624, S. Ishikawa, 7th Sept.,—Bombay 17th Aug. and Singapore 1st Sept., Coton, Gen.—N. Y. K.
Angkin, Ger. s.s., 1,662, Chr. Kämpf, 7th Sept.,—Bangkok 26th Aug., Rice.—B. & S.
Taiwan, Br. s.s., 4,10, A. Martin, 7th Sept.,—Saigon 1st Sept., Rice.—Chinese.

Clearances at the Harbour Office.

Childer, for Bangkok.

Madeleine Rickmers, for Hoihow.

Kwangtak, for Shanghai.

Signal, for Pakkhoi.

Molla, for Singapore.

Shaikhan, for Saigon.

Departures.

Sept. 6.

Mercedez, for Weihaiwei.

Sept. 7.

Minnesota, for Shanghai.

Hongkong, for Haiphong.

Bengal, for Nagasaki.

Victoria, for Saigon.

Bourbon, for Singapore.

Aetna, for Hoihow.

Sleela, for Singapore.

Sohine Rickmers, for Saigon.

Hawley Grange, for Vladivostock.

Madeleine Rickmers, for Bangkok.

Nikko Maru, for Australian Ports.

Kwangtak, for Shanghai.

Hutchow, for Tientsin.

Braemar, for Shanghai.

Childer, for Haiphong.

Loongtang, for Manila.

Passengers arrived.

Per Bombay Maru, from Singapore e—Mrs. Mrs. and Miss Ku, and Miss Tsuiko.

Per Tern, from Manila—Mress. W. Goolsby, S. Redifer, C. Daby, F. Gee, J. Early, 99 Chinese, and 1 Japanese.

Per Huston, from Coast Port—Mrs. Ronch and child, Misses K. and F. Jenkins, Master Jenkins, Misses Philips, Master Mooney, and 150 Chinese.

Per Australian, from Australian Ports for Hongkong—Mr. and Mrs. Cummings, Mr. and Mrs. T. Chee, 2 children and 1 maid, Messrs. Kelly, W. Kinchella, E. Mason, J. Toplis, Mr. and Mrs. Ross, and Mr. J. B. Colvin. For Japan—Mr. and Mrs. H. Bloomfield, Mr. and Mrs. A. Rhoden, Mr. and Mrs. Cotter, Miss G. Cotter, Mr. J. Bell, 2 Chinese, 1 Japanese, and 1 Malay.

Per Molla, for Hongkong from Yokohama—Mr. Ling Sheng Ping, from Shanghai—Messrs. K. Clayton, C. B. Fuller, A. Ethridge, R. Tietgen, Rev. T. W. Pearce and native servant, Bhai Singh, Looi Singh, Heito Singh, Sobah Singh, Jaiha Singh, Nanan Singh and Mangal Bass, For London—Messrs. Edwin Oxley, Simmonds and J. E. Corby, For Marseilles—Mr. E. Bruchwig, For Singapore—Mr. G. Stewart.

Shipping Reports.

St. Team from Manila—Moderate to light S.E. winds, cloudy, with heavy SW. swell.

St. Hellen from Coast Ports—Funchow to Amoy fresh NE, able to Turnabout Island, and then SW. winds and heavy rain, thence to Swatow light SW. winds and heavy rain, thence to port light S. and SW. winds, heavy SW. swell.

Vessels in Port.

Steamers.

Arratoon Apcat, Br. s.s., 2,931, J. E. Geiles, 6th Sept.,—Cantina, 21st Aug., Penang 28th, and Singapore 31st, Gen.—D. S. & Co., Ltd.

Athenian, Br. s.s., 2,440, A. O. Cooper, 28th Aug.,—Vancouver, B.C., 2nd Aug., and Shanghai 24th, Gen.—C. P. R. Co.

Changha, Br. s.s., 1,463, T. Moore, 4th Sept.,—Melbourne 31st July, Sydney 8th Aug., Brisbane 11th, via Broadmount, Townsville, Cairns, Coobin, and Thursday Id., 20th, Zamboanga 27th, and Manila 1st Sept., Gen.—J. B. & S.

Clara Jeben, Ger. s.s., 1,103, J. Iversen, 2nd Aug.,—Samarang 21st Aug., Sugar.—J. & Co.

Copie, Br. s.s., 2,744, Wm. Finch, R.N.R., 20th July, San Francisco 27th June, Yokohama 13th July, Kobe 16th, and Nagasaki 17th, Mails and Gen.—O. & O. S. Co.

Devawongse, Ger. s.s., 1,262, T. V. Brum, 25th Sept.,—Bangkok 27th Aug., and Hoihow 3rd Sept., Rice and Meat.—M. & Co.

Doric, Br. s.s., 4,975, H. Smith, R.N.R., 3rd Sept.,—San Francisco 4th Aug., Honolulu 11th, Yokohama 24th, Kobe 26th, Nagasaki 28th, and Shanghai 31st, Mails and Gen.—O. & O. S. Co.

Emma Luyken, Ger. s.s., 1,159, G. Cormand, 16th July,—Mafalitius 20th June, Sugar.—Wing Sing & Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, Br. s.s., 4th Sept., Vancouver 13th Aug., and Shanghai 1st Sept., Mails and Gen.—C. P. R. Co.

Hilary, Ger. s.s., 2,276, H. Uecker, 5th Sept.,—Swatow 23rd Aug., Sugar.—W. & Co.

Ischia, Ital. s.s., 4,182, D. Giuseppe, 5th Sept.,—Bombay 17th Aug., and Singapore 29th, Gen.—C. & Co.

Joshi Maru, Jap. s.s., 703, H. Ohta, 5th Sept.,—Tamsui via Amoy and Swatow 4th Sept., Gen.—O. S. K.

Kou Maru, Jap. s.s., 2,876, Y. Minamikawa, 3rd Sept.,—Kobe 28th Aug., Gen.—Mr. Fukusei.

Kumsang, Br. s.s., 2,077, E. J. Butler, 5th Sept.,—Calcutta 23rd Aug., Coal.—J. M. & Co.

Mausang, Br. s.s., 1,641, R. Houghton, 4th Sept.,—Sandakan 25th Aug., Gen.—J. M. & Co.

Nanhai, Br. s.s., 1,299, A. Jones, 1st Sept.,—Salou 28th Aug., Rice and Gen.—B. & Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June,—Manila 16th June, Ballast.—Barrett & Co.

N. S. de Rosario, Am. s.s., 755, M. Lopez Blanco, 12th June,—Manila 9th June, Ballast.—Barreto & Co.

THE HONGKONG TELEGRAPH. FRIDAY SEPTEMBER 7, 1906.

Arrivals.

Malta, Br. s.s., 3,89, R. A. Peters, 6th Sept.,—Shanghai 3rd Sept., Mails and Gen.—P. & O. S. N. Co.

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Hangchow, Br. s.s., 1,356, S. Wilde, 7th Sept.,—Canton 6th Sept., Gen.—J. M. & Co.

Haitian, Br. s.s., 1,83, J. S. Roach, 7th Sept.,—Foochow 4th Sept., Amoy 5th, and Swatow 6th, Gen.—D. L. & Co.

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Madeleine Rickmers, for Hoihow.

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Signal, for Pakkhoi.

Molla, for Singapore.

Shaikhan, for Saigon.

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Sept. 6.

Mercedez, for Weihaiwei.

Sept. 7.

Minnesota, for Shanghai.

Hongkong, for Haiphong.

Bengal, for Nagasaki.

Victoria, for Saigon.

Bourbon, for Singapore.

Aetna, for Hoihow.

Sleela, for Singapore.

Sohine Rickmers, for Saigon.

Hawley Grange, for Vladivostock.

Madeleine Rickmers, for Bangkok.

Nikko Maru, for Australian Ports.

Kwangtak, for Shanghai.

Hutchow, for Tientsin.

Braemar, for Shanghai.

Childer, for Haiphong.

Loongtang, for Manila.

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Athenian, Br. s.s., 2,440, A. O. Cooper, 28th Aug.,—Vancouver, B.C., 2nd Aug., and Shanghai 24th, Gen.—C. P. R. Co.

Changha, Br. s.s., 1,103, J. Iversen, 2nd Sept.,—Melbourne 31st July, Sydney 8th Aug., Brisbane 11th, via Broadmount, Townsville, Cairns, Coobin, and Thursday Id., 20th, Zamboanga 27th, and Manila 1st Sept., Gen.—J. B. & S.

Clara Jeben, Ger. s.s., 1,103, J. Iversen, 2nd Aug.,—Samarang 21st Aug., Sugar.—J. & Co.

Copie, Br. s.s., 2,744, Wm. Finch, R.N.R., 20th July, San Francisco 27th June, Yokohama 13th July, Kobe 16th, and Nagasaki 17th, Mails and Gen.—O. & O. S. Co.

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Emma Luyken, Ger. s.s., 1,159, G. Cormand, 16th July,—Mafalitius 20th June, Sugar.—Wing Sing & Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, Br. s.s., 4th Sept., Vancouver 13th Aug., and Shanghai 1st Sept., Mails and Gen.—C. P. R. Co.

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Ischia, Ital. s.s., 4,182, D. Giuseppe, 5th Sept.,—Bombay 17th Aug., and Singapore 29th, Gen.—C. & Co.

Joshi Maru, Jap. s.s., 703, H. Ohta, 5th Sept.,—Tamsui via Amoy and Swatow 4th Sept., Gen.—O. S. K.

Kou Maru, Jap. s.s., 2,876, Y. Minamikawa, 3rd Sept.,—Kobe 28th Aug., Gen.—Mr. Fukusei.

Kumsang,

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, Ceylon, Australia, India, Aden, Egypt, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

T & E Steamship.

"MALTA."

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 8th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Macedonia*, 10,512 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arcadia*, due in London on the 21st October, 1906.

Parcels will be received at this Office until 7.45, the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 7th September, 1906. [44]

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer, Tons, Captain, Sailing.

Steamer.	Tons.	Captain.	Sailing.
Platades *	3,753	F.G. Purington	20th Sept.
Lysa *	4,417	G.V. Williams	29th Sept.
Shawmut	9,606	E.V. Roberts	29th Oct.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold stores.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 27th August, 1906. [42]MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, CALCUTTA, ADEN, DJIBOUTI,
EGYPT, MARSEILLES.

LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN."

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 18th September, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Yarra* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *SALAZIE* 2nd October.
S.S. *OLEANIEN* 16th October.S.S. *TOURANE* 30th October.S.S. *TONKIN* 13th November.S.S. *ARMAND BEHIC* 27th November.G. de CHAMPEAUX,
Agent.

Hongkong, 6th September, 1906. [41]

Agents.

Hongkong, 30th August, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cufis, and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY 822.50

20.00

" 16.75

20.00

WHISKY, PALL MALL 20.00

12.50

JOHN WALKER & SONS' OLD HIGHLAND 12.50

10.50

C. P. & CO'S SPECIAL BLEND 10.50

20.00

PORT WINE, INVALIDS 13.75

20.00

DOURO 20.00

16.00

SHERRY, AMOROSO 16.00

16.00

LA TORRE 16.00

10.50

BENEDICTINE, D.O.M. 10.50

10.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

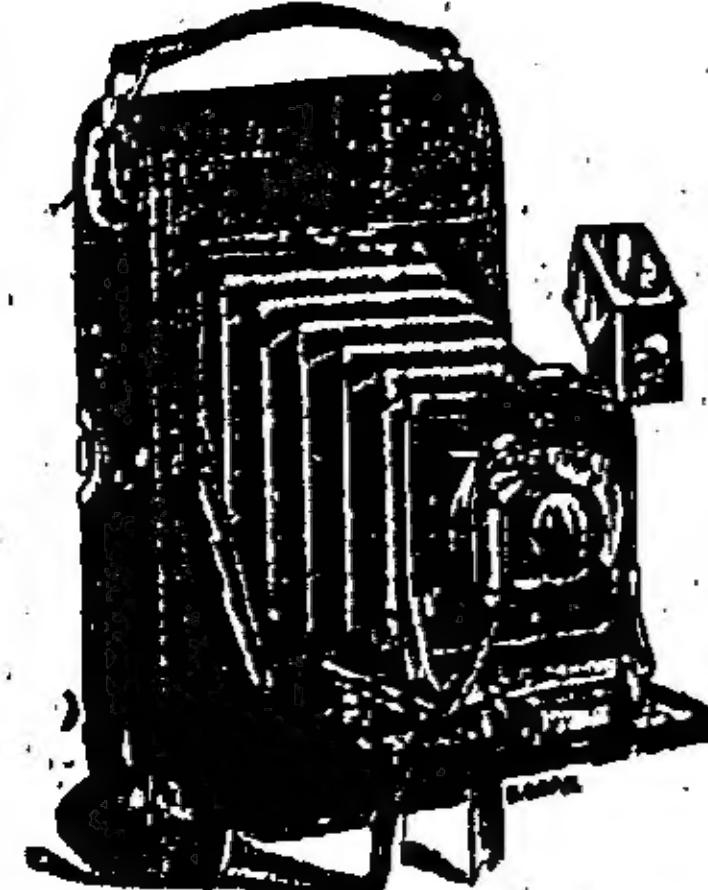
FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION,
Hongkong, 16th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOURIE & CO. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000 \$150,000	\$1,72,472	\$1.15/- @ Ex. 2/1 = \$16.47 for first half- year 1906	54 %	\$835 London \$93.51 ex div
MARINE INSURANCES.								
Anton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$21,540	\$20 for 1904	64 %	\$325
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,000,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 .. Tls. 2.62 on account 1905	6 %	Tls. 87 1/2 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$20,000	\$50,334	\$12 and \$3 special dividend for 1904	81 %	\$785 \$175 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	8,000	\$250	\$50	\$1,220,928	\$422,618	\$25 for 1904	74 %	\$32 1/2 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$264,337 \$88,941	\$6,563	\$1 for 1905	64 %	\$24 buyers
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$250,000 \$60,000 \$144,385	Nil.	\$3 for year ended 30/11/05	78 %	\$47
SHIPPING.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$1,000,000 \$120,000	\$15,464	\$1 for 1st half-year 15/6	74 %	\$28 buyers
Indo-China Steam Navigation Company, Limited	50,000	\$10	\$10	\$1,000,000 \$13,999	\$2,452	10/- @ ex. 2/1 9/16 = \$1.69	64 %	\$94 sellers
Hongkong Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 10,000 \$49,000	Tls. 23,156	Interim div. of Tls. 2 1/2 a/c 1906	81 %	Tls. 58 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	\$4,144	Tls. 107,815	Interim div. of Tls. 2 1/2 a/c 1906	68 %	Tls. 27 1/2 buyers
"Shell" Transport and Trading Company, Limited	20,000	\$10	\$10	\$1,000,000 \$15,000	\$218	\$1.50 for year ending 30.4.1906 .. \$0.75	4 %	\$29
Star Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$15,98,000	Tls. 30,479	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
Tank Tug and Lighter Company, Limited	20,000	Tls. 50	Tls. 50	Tls. 81,200	Tls. 13,913	Final of \$15 making \$25 for 1905	151 %	\$160
EPHINPIES.								
China Sugar Refining Company, Limited	5,000	\$100	\$100	\$850,000 \$450,000 \$86,129	140,914	Final of \$15 making \$25 for 1905	151 %	\$225 buyers
Huon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Tls. 32,588	\$3 for 1897	Tls. 80 sales
Terak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 10.9.04	
MINING.								